

## TRACTION CO.'S SECRET REVEALED.

Hoadley's Air Compressor  
the New Motive Power  
for Its Cars.

Russell Sage Considering a Sim-  
ilar System for the Ele-  
vated Roads.

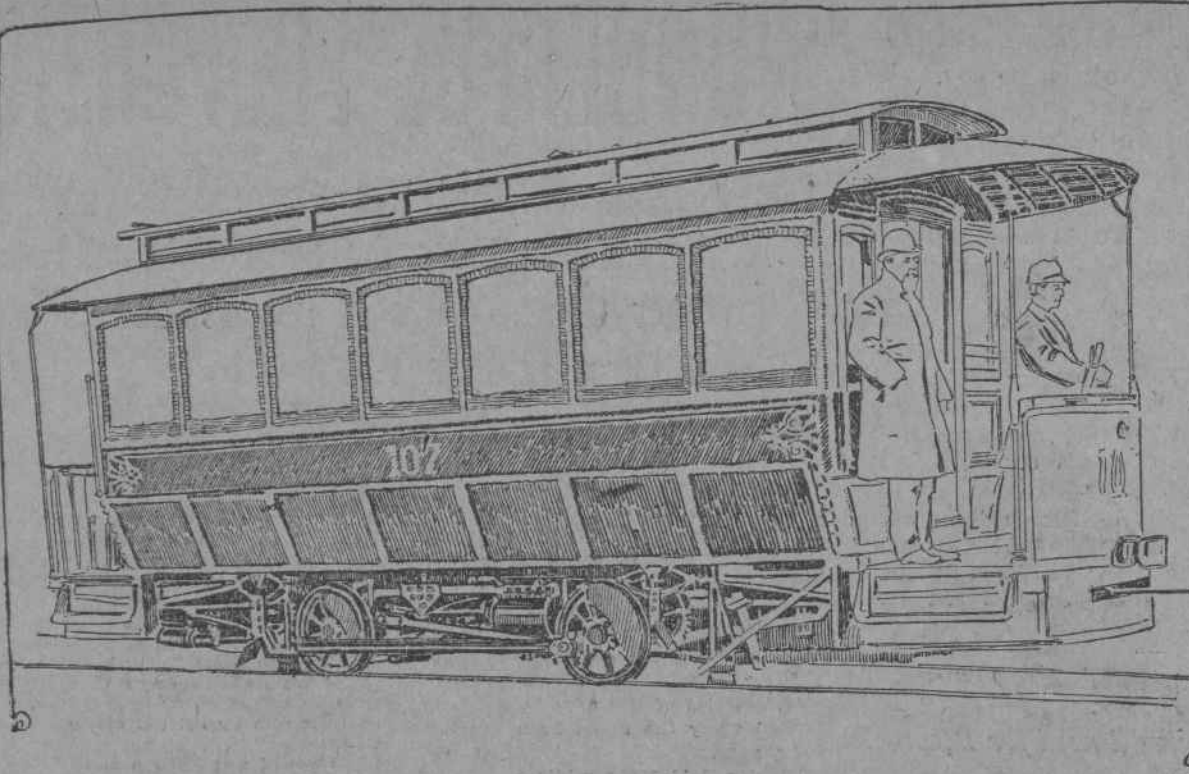
Millionaires Syndicated to Operate  
the New Invention Here  
and Elsewhere.

CAPITALIZED FOR FIVE MILLIONS.

Secrecy of Those Interested Due to Out-  
standing Contracts—Power House  
Being Built and Cars Al-  
ready Constructed.

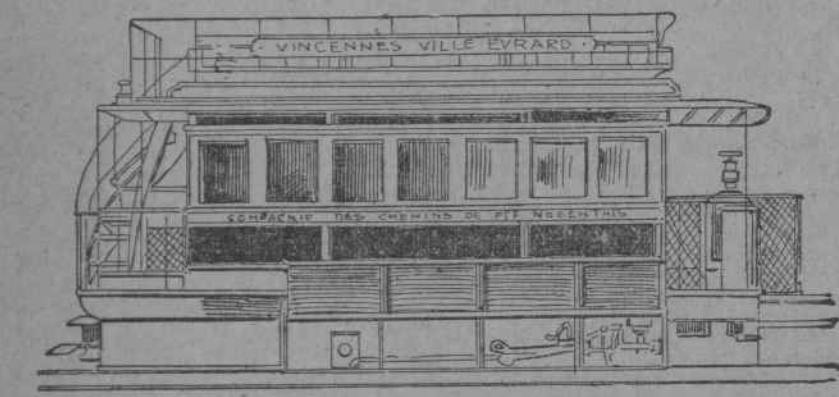
It was learned yesterday that the introduction of compressed air as the motive force of surface cars on some of the lines of the Metropolitan Traction Company is the preliminary step to the establishment of a vast manufacturing enterprise to compete directly with the General Electric Company, of Schenectady, and the Westinghouse Manufacturing Company, of Pittsburgh. A syndicate for the formation of a company has been organized, to which \$5,000,000 has been subscribed, and two factories are now in course of construction.

The plan originated last fall among New York and Philadelphia capitalists who are all interested, some of them heavily, in street railway securities. Messrs. Elkins and Widener and a Phila-



AIR MOTOR STREET CAR RECENTLY CONSTRUCTED AT ROME, N. Y.

delphia millionaire, whose name is withheld, at that time became interested in a new application of the compressed air principle, invented by Joseph H. Hoadley, a member of the engineering firm of Hoadley Brothers, who has been for many years connected with the American Wheelock Engine Company, of Worcester, Mass. A series of experiments were made which convinced these gentlemen that a power had been found which was likely to supplant electric, cable and steam methods of propulsion for street railroads, and a part of the investment necessary to develop it was offered to members of the Metropolitan Traction Company.



Compressed Air Street Car Running in Paris.

of the new cars, it is said, are nearly ready for use. While it is denied by the officers of the Metropolitan Traction Company that the projected change of power is anything more than an experiment, it is believed that they intend, as soon as the new company is in shape to fill heavy orders, to place air compressors on every car now run over its several lines by cable, electric motor or horse power. If no important changes are found necessary in the first instalment of cars, after trial, the Belt Line, the Sixth and Eighth avenue lines, the Avenue C line and the Fulton, Chambers, Twenty-third and Fifty-ninth street cross-town lines will be fully equipped with the new motive power, and the Broadway and Lexington avenue cable lines will follow.

It is claimed that while the new motive power is little, if any, cheaper to install and operate than the trolley system, it is far cheaper and superior in other respects to the cable system. The air compressor will also do away with the long succession of futile experiments that have been tried by the Vanderbilts with conduits, trolleys and air motors on the Fourth avenue line, which is to be leased for a term of ninety-nine years by the Metropolitan Traction Company.

POWER HOUSE BEING BUILT. One great central distributing point will supply the power for the entire system. Cars can be equipped with stored compressed air sufficient for a propulsion of twenty miles.

The Metropolitan Traction Company's new power house for the first use of the system, which is now being built at Lenox avenue and One Hundred and Forty-seventh street, is likely to become, with the completion of the system, a vast structure from which all cars of the company will be supplied with the subtle, and noiseless force that inventor Hoadley has harnessed. The American Wheelock Engine Company is now building for the plant a 500-horse-power Greene-Wheelock engine with Hill valve gear especially adapted to high air pressure, a Minerva air generator and multiple storage compressors with 5,000 cubic feet of reservoir capacity. This equipment will be sufficient only for the first consignment of motors, and will need to be increased before all the changes decided upon by the company have been made.

The officers of the Metropolitan Traction Company and others interested in the Hoadley invention will not discuss their intentions. The work of experiment and organization has been carried on with profound secrecy. Most of the promoters of the enterprise are so heavily interested in electrical and street railway investments they fear the effect of an announcement of the full magnitude of their plan. Trolley contracts now pending in Toledo and other Western cities are said to be one cause of the present efforts at concealment. Wherever it has been possible the electrical contracting concerns interested in the promotion of the compressor have for several months inserted saving clauses in their contracts providing for the substitution of air for electricity whenever the progress of invention made it practicable. Several of these contracts are known to exist.

The head offices of the air compressor syndicate will be in New York, and manufacture will for the present be confined to the Eastern plant of the concern. As far as can be learned the selling department of the company will be organized after the plan of the General Electric Company—centralized in the main office, and with branches in all the principal cities of the country.

CHICAGO GRASPS IT. The air compressor is likely to work a speedier revolution in the street railway service of Chicago than it is in New York. Negotiations were practically completed in New York last night between the company and Charles T. Yerkes, where-by the Chicago magnate acquires the exclusive right to use the Hoadley invention in that city. The consideration is reported to have been \$1,000,000. It is said that

the electric and horse car lines in the Yerkes system will be equipped with air compressors as soon as the machines can be supplied, and that the extensive cable system now in operation there will be fitted out in the same way next year. Representatives of Mr. Yerkes have followed the development of the air compressor closely and have reported it to their chief as superior to any power heretofore applied to street cars.

Joseph T. Hoadley, the inventor, is an engineer of long experience. He worked out his new application of the old principle of air compression while a resident of San Francisco. He has made a comprehensive study of street railway traction and is said to have evolved a wonderful mechanism capable of a multitude of uses. It is not claimed that his system is cheaper than the trolley system, but it is claimed to be cheaper in operation and installation than either steam or cables, and can be applied successfully wherever stationary power is used. Its other advantages are cleanliness, speed, power and ease of control. A car equipped with the compressor weighs 2,000 pounds less than a trolley car of equivalent power and carrying capacity. The compressor is carried between the trucks beneath the floor, and is operated by a simple mechanism on the front platform. The propelling power supplies the brake and reverse motion. The compressor carries a pressure of 2,000 pounds, which is controlled by steel plates of the highest grade of construction.

WORKSHOPS CLOSELY GUARDED. Mr. Hoadley yesterday refused to be interviewed as to the character of his invention, or to give any details as to the company behind it. At Worcester the experimental shop, where the motors are now being built, is closely guarded and its occupants are dumb as to what is going on in size and lighted by windows so high from the ground that employees of the main

reservoirs, watertight and strong enough to resist considerable pressure. At the beginning and end of the railway line, these reservoirs are filled with air that a fixed machine compresses under a pressure of twenty-five atmospheres. The elastic force of this air acts on machinery similar to that of a locomotive and impels the car. Between the reservoirs and cylinders of this machinery, in front of the car, is placed an ingenious expansion engine, the effect of which is to bring under a constant pressure the air which comes out of these reservoirs. It would be impossible otherwise to utilize the air under pressure of twenty-five atmospheres in the same cylindrical motors.

The merit of the Mekarski machine is in this ingenious mechanism. It is claimed that M. Mekarski was the first to invent a practical means of utilizing expansion in machines of this sort.

SAISFACTORY TRIALS. The speed of the machine is varied by the regulator. This is placed in such a manner that by touching, only slightly a fly wheel placed before him the conductor increases or decreases the pressure of air in the cylinders, alters the power of the motor and thus modifies the speed of the vehicle. These manoeuvres are much more simple than if the action occurred at the office of admission or on the distributors, as in steam locomotives.

Trials of this interesting machine were at once satisfactory. Start, stop, changes in speed are made without noise, without effort, with movements hardly visible. Mr. Hoadley's invention has these characteristics effected through a somewhat different form.

CITY WISE MEN FROLIC. Between Spells of Paper Throwing They Kill a Parade of Horseless Carriages.

The Aldermen combined business with fun yesterday; tossed waste paper baskets at each other as they voted on ordinances; told stories while Vice-President Windolph rapped for order, and finally left for the ball game in such numbers that business was stopped for want of a quorum.

The Aldermen did some business, and they incidentally looked after themselves by asking the Commissioner of Public Works to have electric fans and electric lights placed in the Aldermanic chamber.

Having done this, the city wise men proceeded to sidetrack a resolution granting permission for a parade of horseless carriages on Memorial Day. The request was made by John Brishen Walker.

It was opposed by Alderman Goodman, who thought a horseless carriage parade on that day would detract from that of the veterans. Then the Board showed its parliamentary skill by referring the resolution to the Committee on Streets, which will not meet until after the day of the parade.

The Law Committee's report on a change of the ordinance regulating the street stands was adopted. It provides that henceforth the fee shall be \$10 for each fruit stand, news stands \$5 each, and boot-blacks' stands \$3 each. The new ordinance also provides that no more than three chairs can be used on any one boot-black's stand, and further that all stand holders must be citizens and must not pay any fee or rent other than the fee above referred to.

Then came the resolution asking the Rapid Transit Commissioners to urge the Manhattan L road people to build three more lines in the annexed district, as told elsewhere.

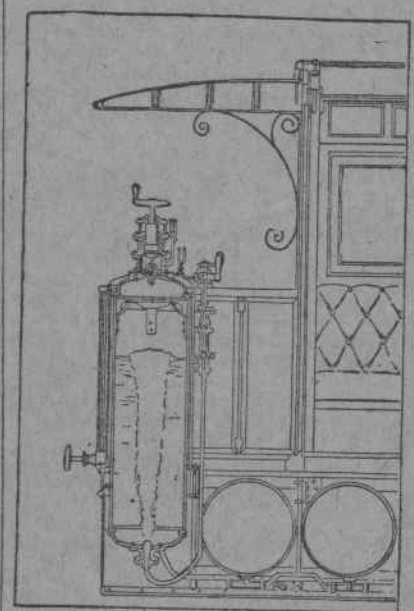
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END OF ONE OF THE FRENCH CARS, SHOWING HEATER.

works of the engine company can see nothing within. The workmen employed in it are not known in Worcester, and the expensive machinery was mainly imported.

The officials of the works will say nothing. It is said that Edwin K. Hill, general manager of the engine company, is now with Chief Engineer Pearson, of the Metropolitan Traction Company, in Europe making investigations of the latest French and English applications of air pressure.

The substitution of air machinery for steam on the elevated roads is under renewed discussion by the officials of the Manhattan Company. Russell Sage said yesterday that he had recently received from General Herman Haupt, who is interested in the Hardie air motor, a statement and propositions looking toward the use of that invention. The Hardie motor was reported upon by Captain G. J. Fleiberg, corps of engineers, U. S. A., as a machine of about eight and a half tons weight, with compressed air stored in Mannesman bottles, cylindrical cases of steel, from which it passes through reducing valves into a hot water tank placed under the body of the car.

From the tank it passes through tubes to valves on each side of the car platform, and thence to the engines. Experiments made with this invention on the New York Central Railroad near Rome, N. Y., showed its maximum speed to be twenty-four miles an hour—a mile in two and a half minutes. The range of pressure was from 200 to 2,025 pounds. The car could run thirteen miles on a continuous track without renewal of power. These conditions are claimed to have been expellied by the Hoadley motor in recent experiments. Mr. Sage said that the Manhattan Company would soon take up the consideration of the air pressure system and pass upon its serviceability for the Manhattan lines in the near future.

EUROPEAN SYSTEMS. One of the European systems which Messrs. Hill and Pearson are to investigate is the Mekarski, extensively used in France. This system has been the subject of American experiments, and its patents are controlled here.

Under the car of the French pattern, between the wheels, are placed cylindrical

reservoirs, watertight and strong enough to resist considerable pressure. At the beginning and end of the railway line, these reservoirs are filled with air that a fixed machine compresses under a pressure of twenty-five atmospheres. The elastic force of this air acts on machinery similar to that of a locomotive and impels the car.

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## LOST HIS LIFE TO SAVE ANOTHER.

Gateman John Hall Killed at  
One Hundred and Thirty-  
fifth Street "L" Station.

He Was Trying to Prevent an  
Intoxicated Man from Fall-  
ing on the Track.

Clinched, They Topped Over To-  
gether and an Engine Ground  
Out Hall's Life.

ENGINEER SAW THEM, BUT TOO LATE.

Daley, a Laborer, Had Insulted a Young  
Woman on a Train and Was  
Ejected—One of His Arms  
Cut Off.

In a scuffle with a man who was drunk on the Eighth avenue and One Hundred and Thirty-fifth street elevated station last night, John Hall, the gateman, was killed by falling off the platform and under a passing train, while his assailant, who had also fallen to the tracks, had his right arm cut off.

The latter man is John Daley, a laborer, twenty-two years old, of No. 207 West Twentieth street. He boarded a Ninth avenue train somewhere downtown about 8 o'clock. At Forty-second street Miss Angeline Terry, an actress, of "The Village Postmaster" company, got on the train and sat opposite Daley. On the way uptown Daley tried to talk to Miss Terry. At One Hundred and Sixteenth street she left the car and went into the one forward. Daley followed and tried to sit beside her. She appealed to a guard. Daley went to the end of the car and began to quarrel with him. At One Hundred and Twenty-fifth street Miss Terry left the train. Daley continued to abuse the man and was finally put off at One Hundred and Thirty-fifth street.

After walking along the platform for some distance he stopped and leaned against an iron post near the edge of the platform and just to the north of the gateman's box. Daley appeared to be waiting for the next train, but was so drunk that he could scarcely stand. Several times he staggered to the edge of the platform.

As Engine No. 310 of the next uptown train was approaching the station, Hall, the gateman, seized Daley, in an effort to save him from falling on the tracks. Daley at once began to struggle with Hall, and when the engine was within about fifty feet of them he clutched the gateman around the neck, jumped to the track and dragged Hall with him. Daley landed on the other side of the inner uptown rail, except that his right arm was across the rail. He still clung to Hall's coat collar. Hall fell with his legs across the outer rail and his arms across the inner one.

While the men were in this position the engine struck them. Hall had cried for help as soon as he fell, and the engineer, who heard him and saw the men fall, reversed his engine, but it was too late. The engine, which was running backward, ran far enough to let the ash pan crush Hall's body against the cross ties. His legs and arms and Daley's arm had been cut off by the wheels under the water tank.

Inspector W. J. Walsh, of the One Hundred and Forty-fifth street yards, was telegraphed to and he arrived at the scene of the accident a few minutes later with a wrecking engine and a crew of men. They had to tear out cross ties to get out Hall's body from under the ash pan. The train was delayed about half an hour while this was being done. Daley was taken to the Manhattan Hospital and Hall's body to the West One Hundred and Twenty-fifth Street Police Station.

Conductor Alex Heaton, of No. 418 West Thirty-fifth street, and Engineer Henry Manley, of No. 298 West One Hundred and Thirty-seventh street, were arrested.

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## RAINES LAW'S FINAL TEST.

The Court of Appeals Decides Unani-  
mously That It Is  
Constitutional.

Albany, N. Y., May 26.—The constitutionality of the Raines law was unanimously confirmed today by the Court of Appeals. Chief Justice Andrews wrote the opinion, and all the Justices concurred.

On March 23 Fred G. Insfield, proprietor of a saloon at No. 60 Beekman street, New York, applied to the Excise Board for a license for another year. Under the Raines law there was no power in the Board to issue a license to expire later than April 30, 1896, when all the Excise Boards were to go out of existence. It was refused.

Mr. Insfield presented to the court a writ of certiorari. Justice Pryor decided he could not declare the law unconstitutional and dismissed the writ. The Appellate Division of the First Department affirmed Justice Pryor's order. The attempt before the Court of Appeals was to overthrow the order of the Appellate Division, and the sole ground was unconstitutionality of the law.

Not one of the four reasons was held good by the Court of Appeals, all of which have been printed in full in the Journal. The decision is that the Raines law did not need a two-thirds instead of a majority vote; that it does not ignore the constitutional classification of cities; that it was submitted as far as was required for approval by Mayors, and that it was not distinctly a tax measure, as distinguished from a police regulation for the restriction of the liquor traffic.

Pardon Asked for Wiborg. Philadelphia, May 26.—W. W. Kerr, counsel for Captain J. H. S. Wiborg, of the filibuster steamer *Horsa*, whose conviction was yesterday sustained by the United States Supreme Court, today prepared a petition asking President Cleveland for a pardon.

Not a member of the Board of Estimate and Apportionment will vote against the transfer to the Bureau of Lamps and Gas of the money required to really light the Western Boulevard. All heartily approve the plan, and so do the other city officials, except, possibly, General Collis, whom the Mayor thinks will be convinced after an experience in the darkness of the popular bicycling highway.

The Board of Estimate consists of the Mayor, Comptroller Fitch, President Jeroloman, of the Board of Aldermen, and Tax Commissioner Barker. Mayor Strong has indicated how he will vote by his activity in arranging for the trial of different gas burners. Comptroller Fitch is taking equal interest in the improvement, and his boys are wheelmen who do not hesitate to tell their father that the Boulevard ought to have more lights. Mr. Barker yesterday summed up his position by saying: "I am a New Yorker, and I want all the light and air I can get. Therefore I want more light on the Boulevard."

KNOCKOUT BLOW FOR WEYLER His Edict Forbidding Tobacco Exports Overruled at Olney's Request.

Washington, May 26.—The protest made by Secretary Olney against Captain-General Weyler's prohibition of tobacco exports from Havana, has been successful. General Weyler has been officially informed that all contracts for Cuban leaf tobacco entered into before the publication of the order prohibiting its exportation will be respected, and that citizens of the United States, upon proving themselves to be bona fide importers, may such tobacco prior to the promulgation of the order, will be permitted to export the same as heretofore.

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